INFORMATION PAPER

ON

JSTARS RE-ENGINING

1. Background. The current TF-33 engines are the biggest reliability problem for the JSTARS. The recent Air Force Report to Congress clearly outlines the issues and the potential sustainment cost savings to be gained by re-engining the aircraft. An updated power plant provides improved fuel economy, quicker climb to mission altitude, ability to use shorter runways, ICAO noise and emission compliance, and, most importantly, enhanced reliability, maintainability, and operational availability. The Air National Guard will select an acquisition strategy to maximize rapid fielding and cost savings and comply with OMB circulars A-11 and A-94.

2. Requirement Source. JSTARS ORD, Version 5 (validation by the JROC pending). Reference paragraph 5.14.4

3. Impact if Not Funded. Decreasing mission capable rates and increasing sustainment costs are occurring with the old engines. Overall mission degradation will continue to impact all air operations due to long in-transit/retrograde times, slow time-to-climb, restricted altitudes, more frequent aerial refueling, continued need for longer runways, increased mission maintenance rates, and non-compliance with domestic and international pollution and noise standards.

4. Units Impacted.
116 ACW, Robins AFB, GA

5. Contractor. Northrop Grumman, Melbourne, FL; Pratt & Whitney, Hartford, CT; General Electric, Cincinnati, OH; Allison Rolls Royce, Chantilly, VA

6. Cost.

Units Required	Unit Cost	Program Cost*
Engines: 80	**N/A**	**$1,063.6B ****

* Funds Group A development, current engine maintenance, and production start-up costs for either lease or purchase
** O&M funding (3840)